

## BEACHES COVERED IN LOOP AUTO TRIP

Washington's Coast Found  
Well Worth Visit.

### RUN MADE IN MAXWELL

Drive From Portland to Beaches  
Via Chehalis and Return Via  
Astoria Attractive.

(Continued From First Page.)

of Kelso. This road has been a disgrace for a couple of years and hasn't ceased being it yet by a good deal. However, there is some consolation in noting that a new grade is being constructed and will be ready in a year or so.

#### Chehalis Paving Under Way.

At Chehalis the motorist leaves the Pacific highway and strikes westward over the Ocean Beach highway. To us the first three miles proved discouraging, as the road is being paved and it was necessary to plow over rough road alongside the new work, but from the end of this rough going we found the highway in excellent shape all the way to the ocean, except for occasional short stretches of rough and bumpy road, which, however, offered no difficulty anywhere.

A little suggestion to the motorist making this run is to take advantage of the splendid Chehalis auto park for a stop for a picnic luncheon. The park is located just on the Ocean Beach highway about a mile from the center of the city. Bowling merrily along in the Maxwell car we began to feel the pang of hunger about the time we left Chehalis and were on the lookout for an attractive luncheon spot. We had scarcely begun to look before we came dashing up to the entrance of the auto park, which, by its attractiveness extended an invitation which we quickly accepted. Continuing our way we swung westward over a couple of miles of the rough going referred to above, where paving is in progress, and then emerged onto the good macadam road. Directions for following this road need not be given, as the highway from Chehalis is well marked throughout with either the marking "Ocean Beach highway" or "E. Ell, Raymond or South Bend." There is one point, however, where new grade work makes the direction slightly confusing and that is 3.7 miles from Chehalis, just at the end of the new paving work. At this point take the road to the right over the hill which is marked "old road."

#### Road in Good Shape.

With the exception of a couple of miles of rough going near the summit of the coast range, when the grading is being done, the road all the way from this point to Raymond we found in good shape. From Raymond we followed the road to South Bend, three miles, and from here struck off over the hills to the Nasel river, which we crossed on the ferry. The road is in excellent shape all the way to Seaview. The road from Seaview to Seaside is unquestionably the most scenic portion of the trip. For miles this road cuts through the deep coast forest, threading its way around giant trees, many of which are six feet in diameter. Emerging from the timber at the Nasel river, the road jumps to the east bank of the river, where it strikes across the low land in almost a straight line to Seaview.

As for distances, our speedometer showed 100 miles from Portland to Chehalis, turned up to 57 at Raymond and had just turned its second hundred when we reached Seaview. The entire run can be made in one day, although it is a fairly hard trip and the motorist should start an early start from Portland in order to reach Seaview by nightfall.

**Forest Fires Severe.**  
On our run with the Maxwell, that portion of the trip between Chehalis and Raymond was marred by the smoke from forest fires, in many places so heavy as to obscure the sun, giving the impression of a regular eclipse of the sun. At no point along the road, however, were the forest fires close enough to lend danger to the trip. With the recent spreading of area in that vicinity, however, it will be well for the motorist to make inquiries at Chehalis as to forest fire conditions before proceeding westward to Raymond.

Stopping for the night at Seaview we spent the forenoon of the next day enjoying motoring along the beach, where Adams put the Maxwell through its paces, bringing the speedometer to above the 55-mile-per-hour mark. We struck out for home shortly before noon, driving from Seaview to Ilwaco and thence to McGowan, where we caught the ferry for Astoria, leaving the latter point in the early afternoon we reached Portland in the early evening. The total distance from Seaview to Portland by this route registered 129 miles, not counting, of course, the distance covered by the ferry.

The new ferry, the "Tourist," built and put into service last year, has been enlarged this year by the construction of an upper deck and is better than ever able to handle the traffic. The trip from Astoria to McGowan or visa versa takes from 40 minutes to an hour, depending upon the condition of the tides. The summer ferry schedule has been announced as follows:

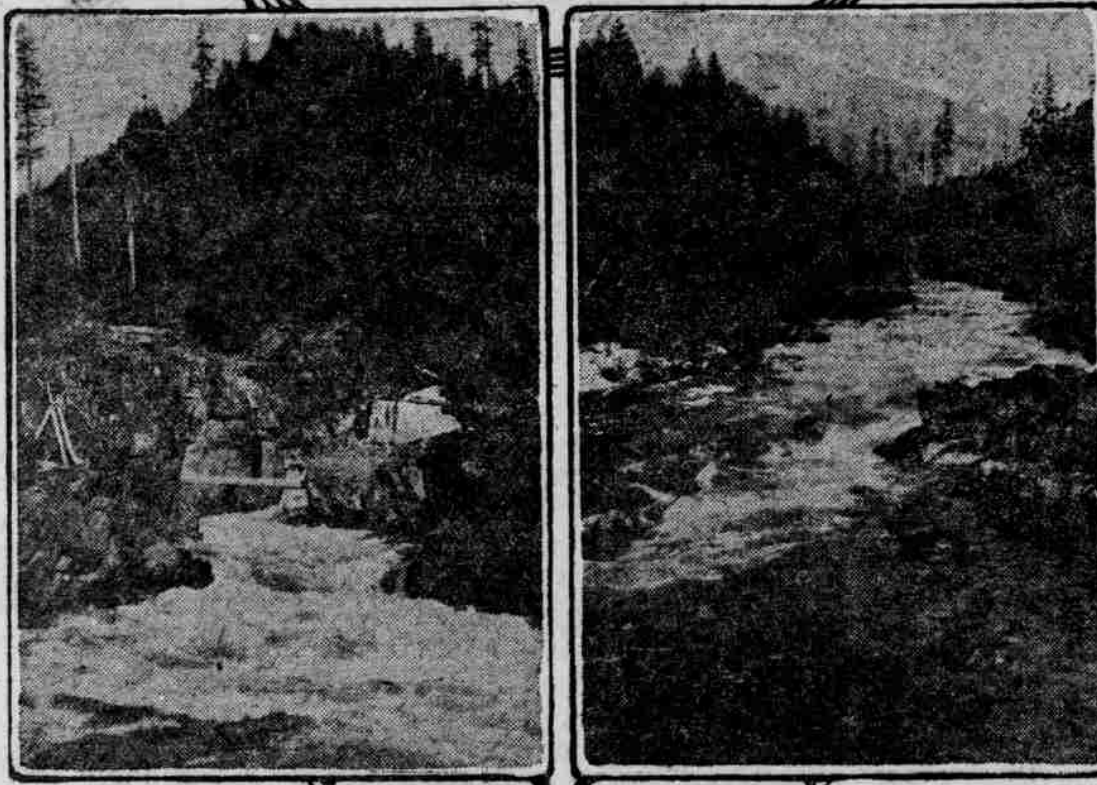
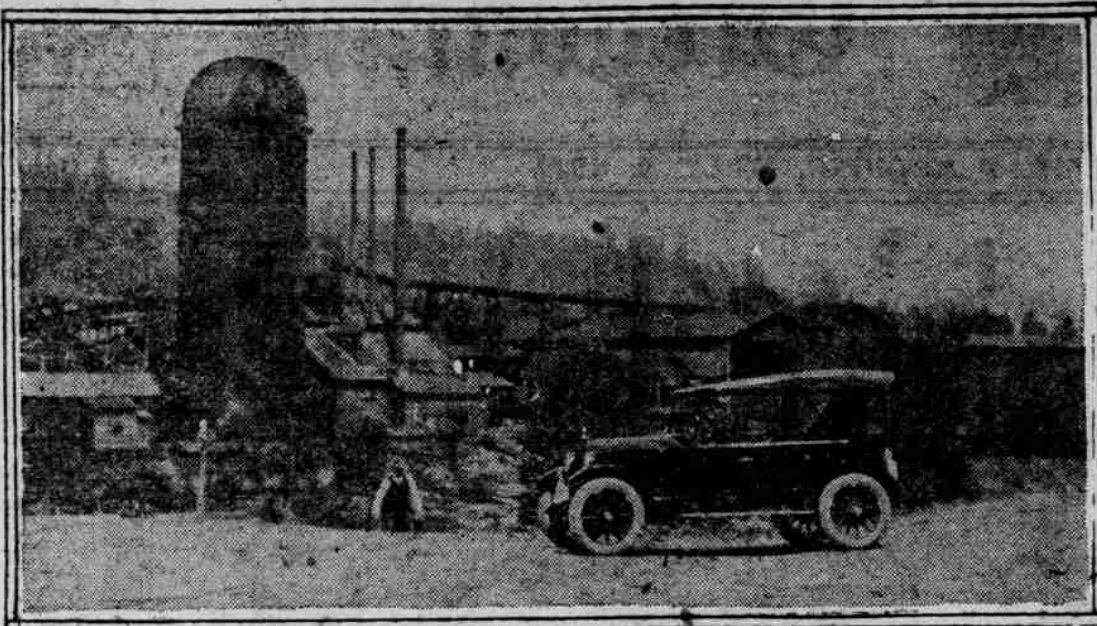
#### Ferry Schedule Given.

Boat leaves Astoria 7:30 A. M., 10 A. M., 1 P. M., 3 P. M., 6 P. M.  
Boat leaves McGowan 8:30 A. M., 11 A. M., 2 P. M., 4 P. M., 7 P. M.

On Saturdays additional trips are made, one leaving Astoria at 8:30 P. M., and one leaving McGowan at 9:15 P. M.

The road from Ilwaco to McGowan, a distance of about 11 miles, is narrow in many places and only slow time can be made. Motorists are advised to use caution in driving this road, particularly during heavy traffic. This road remains, in fact, the only obstacle to splendid motor connections between Portland and the Washington beaches. Contracts are to be let shortly for building a permanent road between the two points and when this is accomplished travel from this city to these attractive resorts will be further enhanced.

## GARDNER DRIVER FINDS RUN TO MILL CITY ON SANTIAM ATTRACTIVE.



Above—One of the new Gardner cars at Mill City. Below—Five views of the North Santiam, one of the most attractive streams tributary to the Willamette and which the road from Salem to Mill City follows closely for last several miles.

### CLOUD GAP ROAD OPENED

#### MOTORISTS SHOVEL THROUGH SNOWDRIFTS TO INN.

#### Air Around Mount Hood Found Free of Smoke, Allowing Splendid View of Mountain.

Snow was cleared from the road to Cloud Gap Inn, on the north side of Mount Hood, on Tuesday, July 4, and the first cars got through to the inn on that day, according to the report of Neely E. Burkitt of the Oregon Bond & Mortgage company, a member of the snow-bucking party and driver of one of the first cars to get through.

Mr. Burkitt, with a party of relatives and friends comprising two automobiles, left Portland for Parkdale, stopping at that point for the night. Early on the morning of the fourth they began their trip to Cloud Gap Inn under the belief that the road was open. They had not gone many miles on the climb from Mount Hood Lodge, however, before they struck heavy snow banks. Not to be daunted, they shoveled their way through several of these and, by strenuous work, finally got both their cars—an Overland and a Pierce-Arrow—to the inn.

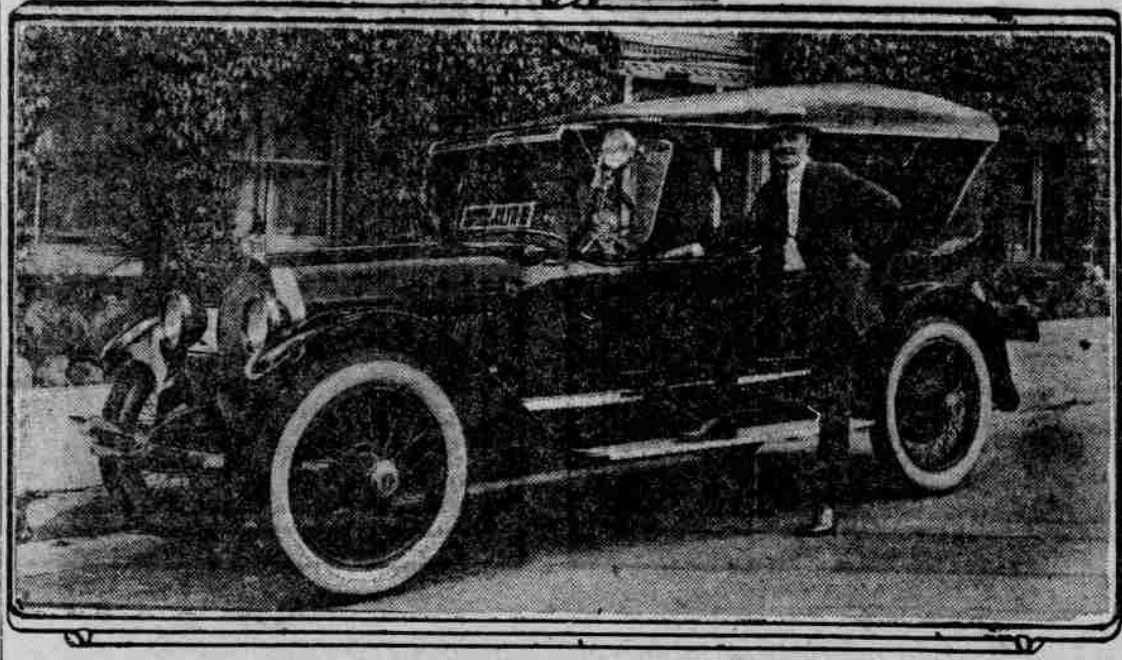
In the party were Mr. and Mrs. C. C. Casey and Irvin E. Casey of Parkdale, Glenn Griffith of Hood River, Mr. and Mrs. Felix Burkitt, Harold Burkitt, Mr. and Mrs. Neely E. Burkitt, and Miss Elain Burkitt of Portland.

"We left Parkdale at 7 o'clock in the morning and did not reach Cloud Gap until 2:30 in the afternoon," said Neely E. Burkitt. "We found several snow drifts four or five feet deep across the road and were forced to clear these away with shovels. However, we finally reached our destination and were well repaid by a magnificent view of the mountain at close range. The forest fire smoke, which is obscuring the views around Portland, has swept west of Mount Hood and the air was clear and sparkling, much so our delight, as we had feared the smoke would make it impossible to see the mountain.

"The road, after we had once cleared the snow drifts, we found in fair shape. With the opening of the drifts the snow should go rapidly and the road will dry out, making it easily passable. The inn at Cloud Gap we found flanked at one side by a tremendous snow drift nearly 40 feet deep. This drift does not block the road, however, and only adds to the interest."

#### Cloud Gap Inn began its summer season last Sunday, two days before.

### NEW CHAIRMAN OF REPUBLICAN STATE CENTRAL COMMITTEE FOR OREGON TO TOUR STATE IN NEW OLDSMOBILE EIGHT PACEMAKER.



Captain Walter L. Toose Jr. and the car in which he will start his state-wide tour this week in the interests of the republican political ticket. He expects to visit every city in the state within the next 90 days. Captain Toose bought this Oldsmobile through Turner & Christensen, Oldsmobile dealers in his home town of McMinnville.

### AUTO CAMP IS POPULAR

Over a Thousand Cars Registered There During Month of June.

#### More than 1200 cars were registered at the Eugene municipal auto camp during the month of June, according to B. E. Parker, superintendent of parks, who has charge of the camping grounds. Parker states that the traffic has not yet reached the peak and he expects that the present year will be a banner period in the total number of machines that will be checked at the local camp.

That the efforts of the city of Eugene and the chamber of commerce to provide for the accommodation of the motor tourists has met with an appreciative response from the hundreds of tourists is indicated by the many complimentary comments received from the travelers who have praised the efforts that have been made to make them welcome. Work has been started on the installation of the new hot water system and more stoves are also planned for the camp, according to Mr. Parker.

Through the co-operation of the chamber of commerce every tourist party stopping here this week will be provided free with copies of the morning and evening papers of Eugene to supplement the personal interviews of the publicity representative of the chamber, who provides the visitors with the literature published by the local organization to draw the attention of the tourists to the advantages of Lane county.

### SIGNS FOR COAST HIGHWAY

#### Marshfield and Other Towns to Make Bid for Auto Tourists.

MARSHFIELD, Or., July 8.—C. W. Parker, secretary of the good roads association, has completed arrangements for the road signs to attract tourists to this section. He has contracts with chambers of commerce of the different cities and will soon make a contract with a sign firm. The cost for making and maintaining the signs will be \$100 a month. Marshfield will pay \$50 a month, North Bend and Bandon \$20 each and Myrtle Point and Coquille \$15 each. The contract is for three years.

There will be a big sign 10x26 feet at Crescent City, Cal., to direct tourists up the coast, and also at Eugene and Grants Pass to attract them over the Roseburg route to Coos Bay. There will be pictures, map and lettering on the sign board. In addition there will be a number of smaller signs with a hand along the road to further direct the tourists.

### BIG RACE IS PLANNED

#### SAN FRANCISCO SPEEDWAY TO BE REBUILT.

Workers to Begin Clearing Away Debris From Fire at Once. Erection to Start Soon.

SAN FRANCISCO, July 8.—The Greater San Francisco Speedway, destroyed by fire recently, will be reconstructed in time to permit the staging of a national championship race on Sunday, October 15. Announcement was made by William Pickens, general manager of the San Carlos speed park, following a meeting of officials of the speedway. Workers will begin clearing the debris of the old track at once and actual rebuilding operations will commence within the next two weeks, the date depending upon the arrival of John S. ("Jack") Prince, noted track constructor, now in the east.

Prince will divide his time during the next few weeks between Kansas City, Mo., where he is building a speedway, and San Carlos. A large force of laborers and carpenters will be put on the job with a view to finishing the new speedway by the middle of September or first of October. The destroyed plant was almost fully covered by insurance, the only loss to the association being small damage to the new concrete and automobile tunnels and other improvements made just prior to the Spriner's race. The Southern Pacific bridge and loading platforms were uninjured.

"The new course will be much faster than the old track," declared Mr. Pickens. "It is probable that a one and one-half mile track will be built, but this will not be developed until 'Jack' Prince arrives. The new stand will seat several thousand more persons than the old, and we will make a number of improvements in experience taught us prior to the Spriner's race. The will provide added comfort to the spectators.

"The October race will be at a distance of 250 miles and will carry a purse of \$25,000. On New Year's day we will stage a 500-mile race open to both 122 and 123 cubic inch cars. The prize money in this race will be \$50,000 and such additional sum as can be raised for a citizen's lap prize fund."

#### Courtesy Is Urged.

Be courteous to pedestrians. Do not blow your horn loudly and drive your car at them and laugh when they are forced to jump. Do not splash water on them as they stand at crossings or near curbs waiting for you to pass.

## DRIVE UP SANTIAM FULL OF INTEREST

Auto Trip to Niagara Falls Reveals Scenic Beauties.

### TOWNS ARE PROSPEROUS

Roads Will Be Improved in Order to Enable Tourists to Enjoy Fishing and Rugged Life.

Most folk know there is a Mill City in Oregon, but perhaps few know that there is a Niagara Falls in Oregon, located close to Mill City, and that both are on the north fork of the Santiam, which winds its way eastward from the Willamette, near Jefferson, serving as the Boundary line between Marion and Linn counties. Further than that few persons know that the trip up the north Santiam is an automobile excursion well worth making and one which discloses many points of beauty along the river.

These discoveries were made by Ray Albee, sales manager for the Mitchell, Lewis & Staver company, Jordan, Mitchell and Gardner distributors, last week-end, when he made the run from Portland to the Mill City section and return in a Gardner car. Mr. Albee was accompanied by one of the members of the sales force, who drove one of the new Mitchell models, the occasion being the delivery of the new Mitchell to an employee of the big Hammond Lumber company plant, which is located at Mill City and which, in fact, comes near to being Mill City itself.

#### State Institutions Seen.

Mill City is reached by way of the Turner road out of Salem, Mr. Albee explained. This road is paved from Salem through Turner and for some distance beyond, and the motorist is treated to some exceptionally good views of two of the state's institutions—the Oregon tubercular hospital and the training school for boys. Both of these have a trim, well-kept appearance, which seems to reflect credit on the state which supports them.

"Leaving Turner we soon arrived at the crossroads where one may turn to the right and go on to Jefferson or straight ahead to Aumsville," said Mr. Albee. "We chose the latter route and arrived at Aumsville over more or less rough road. Aumsville is an old town, but with good business buildings, and a new high school in process of erection. Continuing we soon pulled into Stratton, a thriving country town, and the fine new paved main street as well as the handsome residences and prosperous looking business establishments, stamp it as a town of enterprise.

#### Road Not First Class.

"The next settlement of any consequence was Mehama, and here we were told that we had passed our worst road and were but nine miles from Mill City. We found this to be nearly correct as to mileage. The road was some better, although it certainly could not be called good. Most of the road from Stratton to Mehama and through to Mill City is of the type that the driver who stays closely to the paved highways is likely to forget. It is a winding gravel road and while rough in spots and quite uninviting to the eye, it is not so driving and for a thorough test of the vehicle both as to riding and other qualities.

"Arriving at Mill City our speedometer registered 39.9 miles from Salem and we found a big mill and a little city of perhaps 1000 population straddling the north Santiam, which at this point divides the counties of Marion and Linn. Half the town of Mill City is in one county and half in the other.

**Santiam Becomes Turbulent.**  
"Mill City folk told us that we should not leave the town without a trip up the river to Niagara, a distance of some seven miles, so we heeded the warning and soon were winding our way along the now turbulent stream. We soon arrived at Niagara and while we did not find much of a fall, as the water is quite low, we found other scenic points and some interesting landmarks. At one time, some years past, a power or mill company has attempted to throw a dam across the river at this point, but abandoned the enterprise for some reason or other. The which remains of man's efforts to hold back the water that throws itself down through the narrow gorge resembles the ruins of a falling castle more closely than anything else.

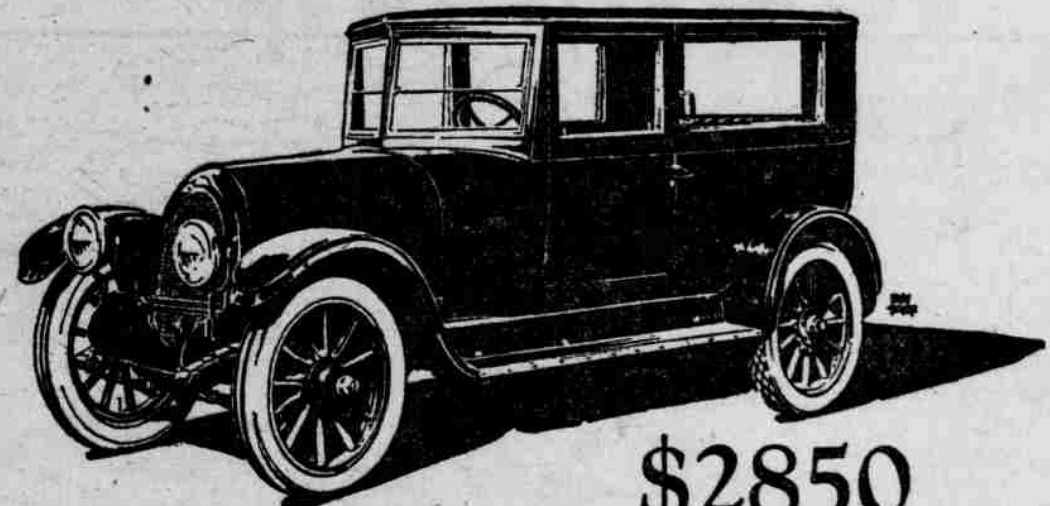
#### Mountain Scenery Alluring.

"We heard a dozen explanations of why the work was stopped and

and other attractions which the region holds forth."

made into a free auto park, and that 20 carloads of visitors may use the grounds at a time. The new free park is on the North Bank highway, and between the road and the river, about six miles above Vancouver. This is about a half mile this side of the Bear Prairie bridge. The first transcontinental run from New York to San Francisco was made in two months.

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